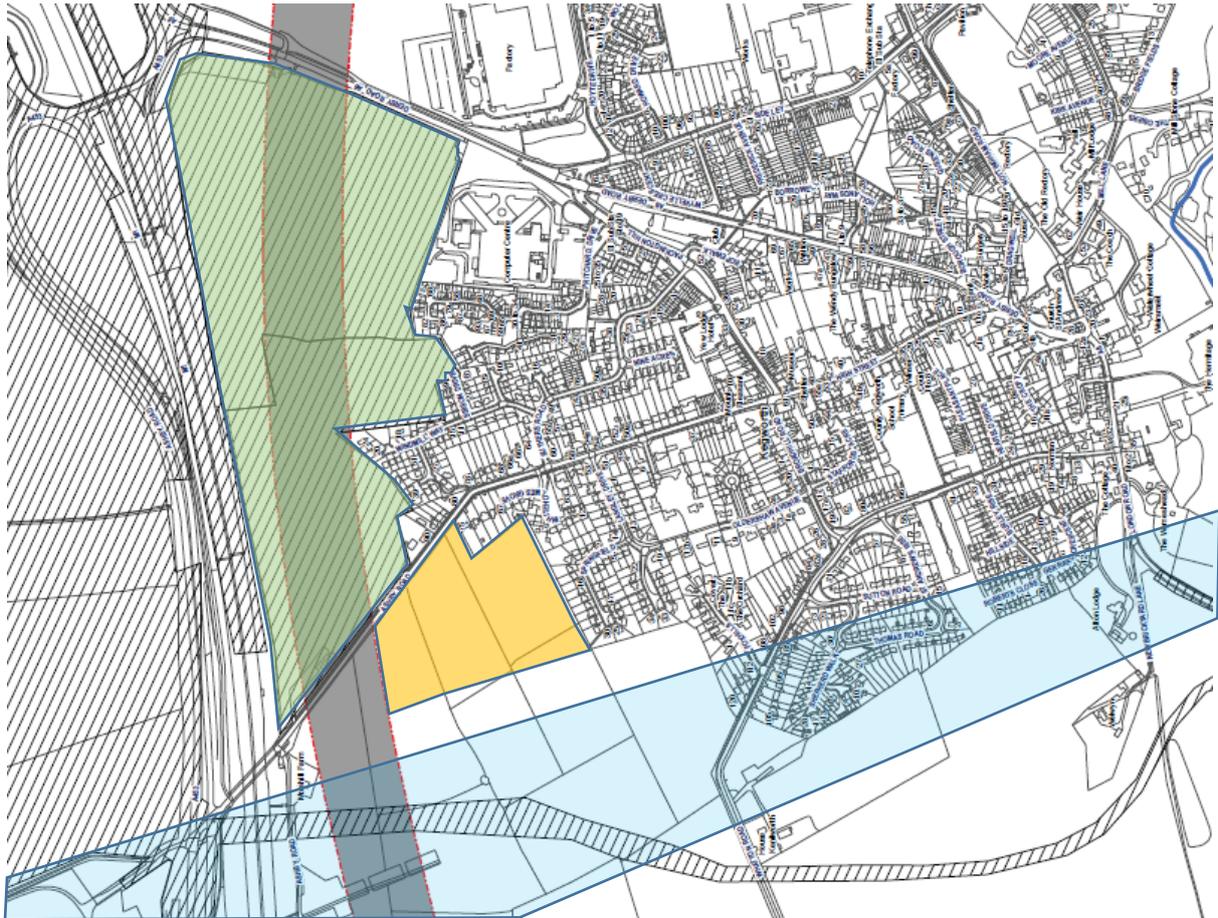


1. Representations made in response to the Regulation 19 consultation on behalf of Jarrom Agricultural Services (rep 65) highlighted that the Local Plan does not match new homes to those areas where job growth is anticipated to be highest. Jarrom Agricultural Services proposed that the allocation of a site at Molehill Farm, Kegworth for residential development could help to address this. This Position Statement updates those representations with regard to the implications of the HS2 safeguarding route and the updated evidence on housing supply added to the examination library. This Position Statement relates to Matters 2 (iv) and (vi) in relation to the distribution of development across the district and sustainable patterns of transport.
2. Although nearly a quarter of all the new housing is geared towards providing homes linked to jobs at the Strategic Rail Freight Interchange (SRFI)¹, only about 16%² of the housing is to be located at the key settlements of Castle Donington and Kegworth, which are positioned to provide for housing growth in close proximity to the SRFI. Positioning housing close to jobs will limit journey times and provide opportunities for convenient and attractive public transport options and non-car travel.
3. Since the publication of the Local Plan, the preferred route of HS2 has been announced and safeguarding directions implemented. HS2 cuts straight through the middle of Land adjoining 90 Ashby Road, Kegworth, which was identified as a commitment for 110 dwellings in the Publication (Regulation 19) Local Plan. Further to the north, it also cuts through a newly committed site for 150 dwellings adjacent to Computer Centre and J24, Packington Hill, Kegworth. Therefore HS2 has effectively removed 260 dwellings from the supply at Kegworth, worsening the situation with regard to supply of housing in a location where job growth is anticipated to be highest.
4. Housing growth at Kegworth is highly constrained by areas of high flood risk to the north and east and by the East Midlands Airport Public Safety Zone to the south. Land at Molehill Farm is practically the only remaining option for housing growth on the edge of the settlement. The HS2 route also partly affects the site at Molehill Farm, reducing the 6.4ha area put forward in Regulation 19 representations to 5.9ha, as shown on the plan on the following page. However the remaining 5.9ha area would be suitable for approximately 110 dwellings and provision of public open space and landscaping. As can be seen from the plan below, the site is in very close proximity to the SRFI. The two committed sites referred to at paragraph 3 above are also shown and this highlights how HS2 substantially affects the provision of new homes close to jobs at the SRFI. Therefore we would submit that the case for making an additional housing allocation at Molehill Farm has become even more compelling since the submission of the Local Plan and publication of the HS2 preferred route.

¹ As explained in Regulation 19 representations on behalf of Jarrom Agricultural Services

² EX19 indicates total of 395 dwellings at Kegworth and 1,214 at Castle Donington during the plan period. Of the 10,400 housing requirement this is 16% (rounded).



Kegworth: Constraints Plan

KEY:



East Midlands Strategic Rail Freight Interchange and Kegworth Bypass



East Midlands Airport Public Safety Zone



HS2 Safeguarded Land



Approved housing sites affected by HS2



Land at Molehill Farm, Kegworth (5.9ha)



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